

## **6.0 COORDINATION AND PUBLIC INVOLVEMENT**

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Involvement by the people most concerned with aircraft noise i.e. those who live and work in the Airport area is an essential component of the FAR Part 150 process. The goals of the Airport FAR Part 150 Study can be effectively achieved only if the Airport and its surrounding communities work together to develop a plan for compatibility. Coordination with area residents and with local, regional, state and federal agencies affected by the airport planning process makes it possible for FAR Part 150 recommendations to be responsive to the concerns of local communities.

Public and agency involvement in the development of the Noise Exposure Maps for the Airport's FAR Part 150 Study have been integrated into the study process through public information workshops, stakeholder interviews, and participation by a Planning Advisory Committee (PAC) formed for the Study. A study newsletter, "*Flying Neighborly*", newspaper advertisements and world wide web (www) notification were also used to notify residents of the upcoming workshops.

### **6.1 PLANNING ADVISORY COMMITTEE**

The PAC is comprised of a wide range of neighborhood community representatives, Airport users (such as flight training schools and corporate business) FAA, regional planning groups, officials representing the townships surrounding the Airport and members of the community. The PAC's role in the FAR Part 150 Study Update is to provide technical input and orientation on such issues as operational changes to reduce noise impacts, land use strategies, and other technical issues under evaluation in the study. Also, the community members on the PAC serve as a conduit for input from community residents.

The PAC membership represents participation by the following organizations:

- *The Village of Mariemont*
- *California Community Council*

- *The Village of Indian Hill*
- *Mount Washington Community Council*
- *Hyde Park Neighborhood Council (HPNC)*
- *Lunken Air Traffic Control Tower (ATCT)*
- *Organization of Ohio, Kentucky and Indiana States (OKI)*
- *City of Ft. Thomas, Kentucky*
- *City of Cincinnati*
- *Metro Airport Center*
- *Proctor & Gamble*
- *Village of Fairfax*
- *Madisonville Community Council*
- *Hamilton County Planning*
- *Midwest Jet Center*
- *EJM*
- *Cincinnati Flight School*
- *Linwood Community Council*
- *Columbia Tusculum Community Council*
- *East End Area Council*
- *City of Maderia*
- *Million Air*
- *Anderson Township*

The PAC met twice during development of the preliminary noise exposure contours (April 17, 2002 and July 10, 2002). A number of different topics were covered at the first meeting with the PAC, including:

- Study purpose, its process, and schedule for completion
- Role of PAC representatives
- Overview of aircraft noise assessment techniques
- Review of noise mitigation strategies that are currently in place
- Data input assumptions for developing the 2002 noise contours
- Key noise issues and suggestions for additional measures.

Committee input was integral to the preparation of the noise analysis. Input from the committee was also used as a basis for evaluating the existing operational, remedial and land use management strategies. Key issues that were identified by the Committee addressed several areas of concern:

- ***Current Noise Issues*** – Concerns were expressed regarding aircraft deviations from the Airport’s “Fly Neighborly” flight corridor approach path and whether or not the Airport’s “Fly Neighborly” noise abatement procedures are being monitored.
- ***Current Noise Issues*** – Concerns were expressed regarding the monotonous pilot training operations over residential neighborhoods.
- ***Potential Noise Issues*** – Some representatives expressed concern about the noise impacts of jet aircraft, and its role in the future development at the Airport.
- ***Additional Noise Mitigation Techniques*** – Committee representatives suggested several techniques that should be examined for their potential benefit in further reducing aircraft noise impacts including: Identifying DNL 55 dB noise contour; raise the ILS to Runway 21L and pursue 24 hour staffing at the Airport Air Traffic Control Tower.

## **6.2 PUBLIC INFORMATION WORKSHOP**

Residents of the Airport area neighborhoods were encouraged, through media notices, to attend the first public workshop to provide their comments and input on the study. Comments registered by those who attended the Public Workshops were made a part of the FAR Part 150 Study technical report, and residents’ questions and concerns were incorporated into the study analysis where appropriate.

The first Public Information Workshop was held on Tuesday, November 26, 2002. The purpose of this workshop was to introduce the public to the FAR Part 150 process, to obtain input on current noise issues, to solicit public comment on the effectiveness of the current noise compatibility program “Fly Neighborly”, and to obtain public input on the airport and community data depicted in the Existing 2002 NEM. To advertise the workshop, and therefore receive maximum public comment, news releases were sent to the local media.

This workshop was conducted at the Mt. Washington Elementary School, Cincinnati, Ohio. It was scheduled from 6:00 p.m. to 8:30 p.m. to encourage attendance by local residents. The workshop was structured as an informal session at which residents were encouraged to review graphical data placed on boards, and to interface directly with the Consultant Team and Airport personnel to discuss the information represented. Those attending the workshop were

encouraged to ask questions about the study and to provide their input both verbally and on comment sheets available at the workshop.

The Public Workshop focused on the initiation of the study and provided attendants with background information on the purpose and need for updating the FAR Part 150, the Airport's current noise compatibility program, preliminary noise contours, aircraft flight track data and existing land use data. Workstations at this workshop included:

- ***What is the FAR Part 150 Study?*** – This station at the workshop contained information regarding the FAR Part 150 Process and how the public can be involved in that process.
- ***What is Noise?*** – This station featured a series of exhibits defining noise in the context of the FAR Part 150 study and how it is measured for the noise analysis.
- ***Lunken Current Noise Compatibility Program*** – This station included maps and boards describing the operational strategies currently in use at the Airport. Representatives from the city's Department of Transportation and the Airport were available to answer questions.
- ***Noise Exposure Contours*** – This station presented the preliminary noise impact analysis. Available at this station for public review were existing flight tracks, preliminary 2002 noise contours.
- ***Give Us Your Suggestions*** – At this station, residents recorded their specific concerns, comments and suggestions on an issues board. There were 29 comments or suggestions recorded at the workshop.

Approximately 55 people attended the first Public Workshop. Comments and responses for this workshop, as well as the sign-in-sheets are included in **Appendices C, C1, and C2**, following this report. The majority of the comments at the workshop concerned the non-adherence of aircraft to the "Fly Neighborly" Program; jet aircraft noise; what future development plans are slated for Lunken Airport; the rumor of commercial passenger service and the monotonous operations of pilot training exercises.

The second workshop was conducted on July 15, 2003 at Ault Park Pavilion, 5090 Observatory Circle, Cincinnati, Ohio 45208. The Noise Compatibility Program (NCP) and the criteria for developing the NCP were addressed. The Existing Land Use map, location of Noise

Sensitive Facilities, Operational measures, Preventative Land Use procedures and the Management/Administrative strategies were presented.

Approximately 100 people attended the second Public Workshop. Sign-in sheets for this workshop, as well as the comment sheets are included in **Appendix D** sections. Further detail on Public Workshop #2 is described in Volume II Chapter 6 Public Involvement, Section 6.2.2 Public Workshop Involvement.

### **6.3 STUDY NEWSLETTER**

In order to disseminate information regarding the FAR Part 150 Study, its process, and its findings, the City of Cincinnati distributed a study newsletter to 5,500 residents close to the Airport and to any interested parties for the first Public Workshop. At the second Public Workshop fifty thousand (50,000) newsletters were distributed. The newsletter served to provide the public with sufficient background information on the current FAR Part 150 Study and to provide an overview of the process. The first newsletter was distributed approximately three weeks prior to the first workshop, the second newsletter was mailed twelve weeks (60 days) prior to the second Public Workshop. Further detail on the Study newsletter called “Flying Neighborly” is described in Volume II Chapter 6 Public Involvement, Section 6.3 Study Newsletter.

### **6.4 INTERVIEWS**

To effectively gather information regarding the local issues concerning the Airport, particularly those issues related to noise and existing and future land use, interviews were held with stakeholders from the business community, government (local and regional) and residential entities around the Airport. These interviews were tailored to the specific noise concerns of each organization and sought specific information concerning the organization’s ability to further contribute to reducing aircraft noise impacts. Conducted during the month of October, 2002, the interviews were used to gain additional insights into the issues that were raised at the first PAC meeting and public workshop. For example, interviews with several community administrators

highlighted as their main community concern - the future development of the Airport. Many felt that the increase in development would lead to increase in size and number of aircraft.

The Lunken Airport Oversight Advisory Board, a committee established to advise Cincinnati City Council on Lunken Airport operations, capital improvements, growth and development also shared their concerns with the Study Team. This group believes that a balance of airport activities with neighborhood livelihood is pivotal. They indicated a concern about the uncertainty of future development and plans for the Airport.

The Lunken Airport Users and Advisory Committee (LUAC), another stakeholder group, also shared some concerns with the Study Team. Their main concern relates to the surrounding communities' desire to restrict or limit any General Aviation activity at the Airport. It was agreed that the Airport sponsor (the City of Cincinnati) needs "to promote the positives of the Airport much better" and in so doing, a Lunken public relations department should be established.

Potential additional noise mitigation strategies were also presented based on the groups' knowledge of and interest in the solutions. Many of these solutions require the cooperation of the organization being interviewed. Much of the information that was obtained from these interviews was used to develop the analyses that are presented in Volume II.

Public involvement in Lunken Airport FAR Part 150 Study Noise Exposure Maps (NEMs) has been addressed on several fronts. The technical advisory committee made up of community council representatives, business interest and FAA technical staff is uniquely equipped to capture the concerns of the public. Stakeholder interviews conducted defined and prioritized public issues while the study newsletter, public notices and public workshops increased public awareness.

In the next volume, Volume II of this Study, the Noise Compatibility Program (NCP) will be discussed. The NCP outlines strategies for mitigating noise impacts on the communities surrounding the Airport.